

The road from Shertallai to Tannirmukkam, which was three miles long, should be completed and two elevated bridges constructed on that road, one over the Kattachira river 3 miles long from the Shertallai town westward to Arattinkal, river. Another road, and the same made cartable. A canal $2\frac{1}{2}$ miles long should be opened along Muttattukayal with Pozhichal in the Vayalar west *pakuthi*, opened connecting interests of agriculture and as a means of communication. The Member both in the intent the canal would not cost much, as there were small *thodus* along the observed track might be made to form part of the same, and that it would be of great way while to the public resorting to the Shertallai market. He added that, besides being a short-cut from Shertallai to Cochin, that canal would be of great help to the service of transport of manure to the coconut gardens in that part of the taluk. The bund at Pullanchira might be put up and maintained properly so that the ingress of salt water into the adjoiningaddy fields might be checked. He also suggested the construction of a sluice at that spot.

Dewan's reply.—We are spending money on the big project of the Alleppey-Shertallai canal. As I have stated in my Address, we spent over one lakh of rupees last year on the acquisition of land and another half a lakh on the construction of the canal and connected works. Apparently, you do not want so much money spent on that single work. You consider that money should be spent on other works which are not so big, but which are, in your opinion, more urgent. In view of what you say, Government will have no objection to reduce the grant for the Alleppey-Shertallai canal and divert a portion of the money, say Rs. 25,000 or Rs. 30,000, on other small works. Anyhow, the matter requires closer investigation.

Tannirmukkam. Then you want to be raised. An estimate for Rs. 47,000 is being worked out, and a smukkam road for Rs. 16,000 has already been spent. Now, you want bigger bridges also that means a revision of the estimate. I have instructed the Chief Engineer to construct these bridges this year; but, under your proposal, the estimate will have to be revised, and the construction postponed. The matter will be looked into.

When you want a road from Shertallai to Arattinkal. This is a very costly road. Roads in Shertallai are very costly.

The fourth work you refer to is the opening of a *thodu* from Muttattukayal to Padinjarekayal. That has been estimated to cost about Rs. 50,000, excluding land compensation which will also come to a substantial amount, since the *thodu* has to pass through big coconut plantations. All these works are very costly. We will divert money from the Alleppey-Shertallai canal work and spend some amount on these works every year.

In regard to the bund at Pullanchira and a sluice in it, the Government will do the needful.

79. Some requirements of the Vaikam taluk in respect of communications and agricultural improvements.

Mr. Sankaran Madhavan Pillai (Member, Vaikam Taluk) represented that Government had been neglecting North Travancore for the past many years in the matter of providing facilities for communication, and that, though large allotments were being sanctioned in the annual budget of the State for improvements in the northern taluks, the lion's share of the expenditure went for improving the road system in the High Ranges Division.

Referring to his taluk in particular, the Member said that there were only 10 miles of roads in Vaikam, of which 25 miles alone were cartable. He, therefore, urged for the following works:

- (1) A road connecting the Vaikam-Vetchur road with the Kottayam-Vaikam road, might be constructed, so as to link Vaikam with Kottayam by a short cut, thus reducing the distance between the two towns from 24 to 13 miles.

The Member said that only 4 miles the new road required cutting and that the people were prepared to surrender the necessary land free of compensation. If there was any difficulty in granting that request, he prayed that at least the road from Vaikam to Vetchur might be made cartable and the bridges across the Putthanthodu and Attarapalam repaired.

(2) The construction of bridges across the Murinjapuzha and the Puttotta rivers was then urged. The Member said those two rivers lay along the water route from Vaikam to Ernakulam and that they were crossed by means of junghars and ferry boats with considerable difficulty. Motor cars and other heavy conveyances were now being transported across those rivers, often with heavy loss. He, therefore, prayed that the necessary bridges might be constructed across the two rivers and stated that those bridges would be helpful towards bringing Trippunitturai and Vaikam into closer contact and also for developing the resources of the taluk by connecting it with the Cochin Harbour.

(3) Widening and deepening the Kaniyan *thodu*, Chulli *thodu*, Maravan-turuttu Puthanthodu, Perumchila *thodu*, Añati *thodu*, Vallayil *thodu* and Anju-mana *thodu* were the works next mentioned by the Member. He then observed that the existence of the bund at Valiyanapuzha in the Muvattupuzha river was a serious hindrance to agriculture, as the fields were often flooded owing to the closing, by the bund, of the passage of water to the Vembanad lake. To remedy the defect, the Member prayed that the canals mentioned above might be deepened and widened.

(4) The Member next prayed for a new cart road four miles long from Nerakkadavu to the Vadayar bridge *via* Udayanapuram, and thence to Puthanpalam to afford convenience to pedestrians from Panavalli and the neighbouring places to Vaikam and to the much-frequented market at Talayolaparampu. The absence of that road, he observed, was keenly felt by the people especially during rainy season. He assured that the people were willing to surrender the required lands free of compensation.

(5) He next requested that the road from Vaikam to Tirumanivenkata-puram might be improved and that the jetty at Vaikam might be extended a little into the backwater and facilities afforded for anchoring vessels on either side of the jetty.

Dewan's reply.—In regard to drainage channels in the Vaikam town, the work will be taken up soon. With regard to the through road from Vaikam to Kottayam *via* Kumarakam, the portion from Kumarakam to Kottayam is only a foot-path subject to submergence. The portion from Vetchur to Kumarakam passes through low-lying fields, while from Vetchur to Vaikam it is hard ground. The construction of a *pucca* road there will be investigated.

With regard to the construction of bridges across the Murinjapuzha and Puttotta rivers, I doubt whether you have made that proposal seriously. The river at Murinjapuzha is almost half a mile in width.

Member.—But there is an island in the middle.

Dewan.—Yes, there is an island, but it has to be seen whether it is solid ground or is only soft soil. It can be known only after taking borings. The question of railway extension is under consideration and when a railway is opened, combined bridges for rail and road traffic are a much more practical proposition than the construction of mere road bridges.

The line for a road from Nerakkadavu to the north-east of Udayanapuram passes through three miles of paddy lands. The question of constructing that road will be investigated.

80. Opening of means of communication in the Todupuzha taluk.

Mr. J. John (Member, Todupuzha Taluk) began by comparing the various Divisions of the State in the matter of means of communication and stated that Kottayam Division was the most backward in that respect, and that, of the various taluks of which that Division was composed, the Todupuzha taluk was the means neglected, as it had only 44 miles of roads in an area of 487 square miles, *i. e.*, 1 mile,